

**Nova Scotia Fish Report.**

Tangier, July 25—Twenty barrels herring taken Mushaboom, sixty barrels at Spry Bay and Spry Harbor, fifteen barrels at Popes Harbor, eight barrels at Tangier.

Yarmouth, July 25—Three barrels bait at Wedgeport, two barrels at Pubnico, none at Yarmouth and Tusket Island.

Lockport, July 25—One hundred twenty five barrels at Lockport, Roseway plenty, none at Northeast Harbor and Sand Point.

Sherbroke, July 25—Fifteen barrels herring taken at Fisherman's Harbor and fifteen at Beckerton.

Queensport, July 25—Herring plentiful, bait in cold storage.

Lardoise, July 25—Landed bait, Rockdale six barrels, Lardoise forty, barrels, Lower Lardoise fifteen barrels.

Musquodoboit Harbor, July 25—One hundred and seventy five barrels herring Owls Head, eighty one barrels herring Jeddore, six barrels herring Eastern Passage.

Canso, July 25—Half Island Cove, thirty barrels herring, Larrys River sixty barrels, Charles Cove fifteen barrels, Queensport plentiful, bait in freezer, Canso twenty five barrels, none in freezer, Goldboro two to five barrels per boat, Whithead none.

Digby, July 25—Seventy five barrels Whites Cove, five Sandy Cove, forty Tiddville.

Barrington, July 25—Not any bait at Clarks Harbor or Baccaro local supply only at Woodg Harbor.

**Steam Trawler In To Repair.**

The French banking vessel "Mascott" arrived at St. John's, N. F., on Tuesday, July 21, from the Grand Banks where she had been fishing and became leaking, necessitating her running for this port to receive repairs. She has on board 5000 codfish or the equivalent of 150 or 160 qtls. as the fish are of a very large size. She reports that fish had been fairly plentiful on the banks, but have now somewhat slackened off. She will dock at St. John's for repairs after which she will again sail for the banks.

# REPORT SCH. HODGDON LOST

## Letter From One of Crew Says Stores and Outfit Saved at Caraquet C. B.

A letter received this noon from one of the crew of sch. Jennie B. Hodgdon, at Caraquet, N. B., dated July 25, states that the craft is ashore and it is feared will be a total loss.

The letter says that they were able to save the provisions and outfits and the men are living ashore at one of the houses of the French settlement.

The writer was unable to confirm the news, however, as Frank C. Pearce, manager of the Cunningham & Thompson firm is out of the city today.

The Hodgdon left here July 10 in command of Capt. John Burton.

**Halibut Sale.**

The halibut fare of sch. Gov. Foss, sold to the American Halibut Company for eight cents per pound right through.

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**FORTUNES IN CLAM SHELLS.**

### Mississippi River Yields Them By Thousands of Tons.

An industry which now assumes large proportions, and around which clings a peculiar flavor of romance, has developed on the Mississippi river, where hundreds of men are employed in gathering mussel shells in commercial quantities, says Argonaut.

Buttons, pins and other ornaments made out of the shells of the Mississippi mussel are found in all parts of the world. The pearls which are found in these mussels are popular among jewelers, and some command handsome prices.

Of the 30 different varieties found in the Mississippi there are two colors, white and pink. The white shells are the only ones used for button-making, the pink having too many different shades, which could never be matched in color.

The most numerous sort is known in the clam-digger's parlance as "the nigger head." These are the best for making buttons. The shell is only of one shade of white and is very easily sorted. Another kind very similar to the "nigger heads" are known as "muskets."

The first two varieties grow in beds, which sometimes cover 400 to 500 acres and are from four to eight feet deep. They multiply, one on top of the other, until they reach within two feet of the surface of the water at low water mark. The bed is always in deep water and in protected places, such as the mouth of a bay or slough.

Another variety known among clam-diggers as the elite of the clam family, is the "sand shell", which is not found in beds, but travels around on sandy beaches and sloping mud banks, and in the spawning season, which is May, it has the power to make itself buoyant and float off with the current.

Another sort is the "buskhorn", in shape very similar to the oyster and of a dark brown color on the outside. The last sort used for button making is called "butterfly" because of its shape, which is like the wing of a butterfly.

The supply for a constantly increasing market is almost inexhaustible, the work is easy, and not only is there profit in gathering the shells, but occasionally pearls ranging in value from \$5 to \$20 are found in the mussels.

In the last three seasons more than 10,000 tons of shells have been taken.

**Halibut Sale.**

The halibut fare of sch. Monitor sold to the New England Fish Company for eight and one-half cents per pound for white and five and one-half cents for gray.

**Port and Starboard.**

To landsmen who have puzzled over the use of the nautical terms port and starboard at the inquiries which follow shipping disasters it is not entirely without interest that the Board of Trade is taking opinions on the use of these words. Starboard, of course, means the right-hand side of a ship as one looks forwards towards her bow, and is generally agreed to have come from steereboard.

The corresponding ancient word for the left side was larboard, from lade-board; but even when shouted by the most vocal skipper the two were so easily confuted in the blusterings of a gale that "port" has been substituted for larboard. Worse danger of confusion still exists in the circumstance that we still retain a use of these terms which was rational when ships were steered by a hand tiller on the rudder head. The orders "aport," "port a little," or "hard aport" then meant put the tiller to port and send the ship to starboard. But the modern steering wheel is moved in the same direction (as to its uppermost spokes) as the tiller would be to produce the same result, so that a man who is accustomed to steer a vessel often blunders badly when learning to drive the more rationally steered motor car. The last International Conference on Safety of Life at Sea recommended that some international agreement should be arrived at to make the practice of all nations uniform and rational.

Our British practice, the conference was almost unanimous, is unsuitable to be the survivor; but a sudden change to any new way, however good, would be dangerous among quartermasters and helmsmen who have the habits of a lifetime binding them to the queer old words and topsy-turvy motions that follow almost unconsciously. One can think of several ways in which the change to simple "right" and "left," with motions of wheel and ship corresponding, might be made by safe stages. The first stage might be the order "wheel aport." Next after a suitable interval, "wheel left." Only then, when it had become impressed upon sailors that the command related only to the wheel, the direction of the wheel's movement might be changed, leaving the onus of remembering the new condition upon the officer rather than on the helmsman.

Finally, the word "wheel" would cease to have a place in the command. We do not say these steps are the best that could be devised; but some gradation would be advisable, and it will be interesting to learn what opinion the Merchant Service Association and the Imperial Merchant Service Guild express to the Board of Trade in response to the Board's request.—Manchester, England, Guardian.

**When Caplin Are Plenty.**

Not within the memory of people about Kelligrews has there been such a caplin harvest as during the present season. A little more than two weeks ago caplin struck in, and since then at the public wharf, and one or two others in the immediate vicinity, it is estimated that from six to eight thousand barrels have been landed. Nearly all of this is used for manure, and while it is valuable to the people for such purposes, it is unfortunate that some plan has not been devised by which so large a quantity of excellent food may be utilized commercially,

and thus ensure greater profits to those who labor at it, besides supplying the market with an exceedingly dainty fish. Trap skiffs holding thirty to forty barrels have landed much as four loads in a day, Wednesday as at other times, and the "school," men could be seen lying just beside the wharves, work is strenuous, but the men, dently appreciating the wisdom making hay while the sun shines, utilized their opportunities to so that the thriving settlement Kelligrews has been a busy place early morning till late in the While there has been such a plenty of caplin, codfish has not made appearance, a condition which, we understand, applies to many other species in Conception Bay.—St. John's Free Press, July 14.

**Pensacola Arrivals.**

Eighteen vessels reached the wharves during the seven days of July 19, with a total catch of 24 pounds of red snapper and nearly two-thirds of the receipts brought in by vessels of E. Saunders & Co., which appears to have all the luck. There was honor for the Warren Fish Co. the biggest vessels catch was by one of the crafts of that company which carried about 1400 more fish than the biggest haul by a vessel of E. E. Saunders & Co.

Eleven vessels reached port for E. Saunders & Co., with a combined catch of 178,000 pounds of fish, which 148,360 pounds were, red snapper and 30,400 pounds grouper, biggest catch was 21,000 pounds the smallest 8115 pounds.

Seven vessels with a total of 60,000 pounds of fish were received by Warren Fish Co. Of red snapper there were 63,405 pounds and grouper 16,465 pounds. The largest haul made by a vessel of the Warren Fish Co. fleet was 22,415 pounds the smallest trip 2000 pounds.

The 13 vessels owned by the companies, landed 211,765 pounds of red snapper and 48,905 pounds of grouper. Receipts were:

E. E. Saunders & Co.—Maud J. va, 12,455 lbs. red snapper, 63 lbs. grouper; Cavalier, 9865 lbs. red snapper, 1400 lbs. grouper; Clara J. tierfield, 5905 lbs. red snapper, 14 lbs. grouper; Kwasind, 16,070 lbs. red snapper, 1905 lbs. grouper; Seal, 19,825 lbs. red snapper, 875 lbs. red snapper, 15,420 lbs. red snapper, 5600 lbs. grouper; Shepley, 14,125 lbs. red snapper, 1425 lbs. red snapper, 12,360 lbs. red snapper, 4540 lbs. grouper; Flora J. Seal, 125 lbs. red snapper, 2980 lbs. red snapper; Thomas J. Carroll, 14,500 lbs. red snapper; Frances V. Silva, 11,765 lbs. red snapper, 3255 lbs. grouper; Warren Fish Co.—Galatea, 10 lbs. red snapper; Rena A. Percy, 10 lbs. red snapper, 5000 lbs. grouper; Cyen, 7000 lbs. red snapper, 5890 lbs. grouper; Emma Jean, 5890 lbs. red snapper, 2365 lbs. grouper; Seal, 18,110 lbs. red snapper, 4305 lbs. red snapper, 17,265 lbs. red snapper, 1795 lbs. grouper; Captain Johnson, of a Mobil sel, landed 4500 lbs. of red snapper and 1000 lbs. of grouper for the Warren Fish Co.



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# NEW ARRIVALS AT THIS PORT

Two more of the salt trawl bank are home, sch. J. J. Flaherty, Fred LeBlanc hailing for 180,000 lbs. and sch. Senator Gardner, Capt. Burke, 20,000 pounds. The season has not been up to other years, as the size of the catches indicate. Capt. Burke of sch. Senator says that between April 26 and June 6, they were unable to fish because of lack of bait and being caught in the ice. But little fish was on the second baiting. Sch. Ingomar, Capt. Horace G. Wade, returned yesterday noon from halibuting trip, his haul being for 500 pounds fresh halibut and 120,000 lbs. fresh fish. Another nice fare on quick trip is that of sch. Monitor, George Marr, from Quere, with 500 pounds fresh halibut and 5000 lbs. salt cod. Sch. Mildred Robinson from Boston brought down 35,000 pounds fresh fish; from Portland is sch. Margaret, 10,000 pounds salt cod. Sch. Saladin brought down 70 barrels of salt mackerel from Boston. Sch. Alert arriving yesterday had 30 barrels salt mackerel.

## Today's Arrivals and Receipts.

The arrivals and receipts in detail

Sch. Mildred Robinson, via Boston, 500 lbs. fresh fish.  
Sch. Margaret, via Portland, 10,000 lbs. salt cod.  
Sch. Ingomar, Western Banks, 22,000 lbs. fresh halibut, 120,000 lbs. fresh fish.  
Sch. Saladin via Boston, 70 lbs. salt cod.  
Sch. J. J. Flaherty, salt trawl bank, 180,000 lbs. salt cod.  
Sch. Senator Gardner, trawl bank, 200,000 lbs. salt cod.  
Sch. N. A. Stewart, Maine ports, 700 lbs. cured fish.  
Sch. Pinta, seining.  
Sch. Alert, seining, 30 bbls. salt cod.  
Sch. Monitor, Quere Bank, 40,000 lbs. fresh halibut, 5000 lbs. salt cod.

## Vessels Sailed.

Sch. Margaret Dillon, drifting.  
Sch. Etta Mildred, drifting.  
Sch. Hortense, drifting.  
Sch. Thalia, drifting.  
Sch. W. H. Moody, drifting.  
Sch. Helen G. Wells, salt drifting.  
Sch. Veda McKown, seining.  
Sch. Benjamin A. Smith, seining.  
Sch. Gladys and Nellie, haddocking.  
Sch. Esther Gray, haddocking.  
Sch. Natalie Hammond, halibuting.

## TODAY'S FISH MARKET.

### Salt Fish.

Line Georges codfish, large \$5 cwt.; medium, \$4.25; snappers, \$4.25.  
Georges halibut, codfish, large, \$5; medium, \$4.25.  
Eastern halibut codfish, large, \$4.25; medium, \$3.75; snappers, \$3.  
Salt trawl bank codfish, large, \$4; medium, \$3.50.  
Salt drift codfish, large, \$4.50; medium, \$4.

Cush, large, \$3; medium, \$2; snappers, \$1.50.  
Haddock \$2.50.  
Hake, \$1.80.  
Pollock, \$1.75.  
Flitched halibut, 8 1-2c, 6c and 3c per lb.  
Cape Shore salt mackerel, \$9 per bbl.

Salt tinker mackerel, \$9.25 per bbl.

### Fresh Fish.

Splitting prices:  
Haddock, \$1.10 per cwt.  
Western cod, large, \$2.40; medium, \$2; snappers, 75c.  
Eastern cod, large, \$2.15; medium, \$1.85; snappers, 75c.  
Drift cod, large, \$2.40; medium, \$2.  
All codfish, not gilled, 10c per 100 pounds less than above.  
Hake, \$1.30.  
Cusk, large, \$1.65; medium, \$1.20; snappers, 50c.  
Pollock, \$1.  
Small pollock, 60c per bbl.  
Fresh halibut, 8 1-2c per lb. for white and 5 1-2c for gray.

Large shore herring, \$3 per bbl. for bait; \$2 t freezer; \$1.75 to salt.  
Fresh mackerel, 25c each for large, 18c for medium, 5c per lb. for tinkers.  
Fresh shad, \$2.50 per bbl.  
Fresh bluebacks, \$2.50 per bbl. for bait; \$1.50 to salt and freeze; 60c per bbl. for oil.  
Whiting, 60c per bbl.

### N. S. Fish Report.

Queensport, July 27—Herring very plentiful today, plenty herring bait in cold storage.

Lockport, July 27—Lockport plenty bait; Sandy Point fifty barrels in trap; barrel to a net, none at North-east Harbor.

Middle West Pubnico, July 27—Three barrels of bait a Yarmouth; two barrels at Wedgeport; five barrels at Pubnico; none at Tusket Island; only local supply.

Sherbrooke, July 27—Herring very plentiful at Port Beckerton and Fisherman's Harbor, and good catch at Liscombe today.

L'Ardoise, July 27—Landed bait Rockdale three barrels; L'Ardoise, fifteen barrels; Lower L'Ardoise, seven barrels.

Musquodoboit Harbor, July 27—Three hundred and fifty barrels herring Owl's Head; one hundred and nine Jeddore; ten barrels herring Eastern Passage.

Canso, July 27—Larry's River, Queensport, herring plentiful, plenty cold twenty; Half Island Cove twenty; Queensport, herring plentiful; plenty cold storage Whitehead three thousand; Port Felix, two to four hundred per boat; Goldboro three to six barrels to bait; Canso ten barrels, none freezer.

### Mackerel Sales.

The salt mackerel fare of sch. Alert sold to George Perkins & Son at \$9.25 a barrel.

The 30 barrel fare of steamer Mary F. Ruth sold to the same firm at the same price.

The salt mackerel of sch. Evelyn M. Thompson, consisting of 125 barrels sold to the Gloucester Mackerel Company at \$9.25 a barrel.

### Fishing Fleet Movements.

Str. Venture will engage in seining in command of Capt. James Morash.

# SALT BANKERS HOME TODAY

## Skippers of Two Crafts Report Codfishing Quite Poor of Late.

Boston arrivals this morning were few. None of the seiners were in, while outside of eight trips of ground-fish, two fishermen landed 166 fish between them.

Quotations were \$1.70 to \$1.75 a hundred for haddock, \$3 for large and \$1.75 for market cod, \$1.25 for hake and nine and one-fourth cents a pound for swordfish.

### Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Vanessa, 20,000 haddock, 26,000 cod, 9000 pollock.  
Sch. Adeline, 60,000 haddock, 10,000 cod, 2 swordfish.  
Str. Billow, 30,000 haddock, 2600 cod.  
Str. Long Island, 60,000 haddock, 800 cod.  
Sch. Genesta, 21,000 haddock, 9000 cod.  
Sch. Lillian, 2000 haddock, 38,000 cod, 1000 pollock.  
Sch. Good Luck, 2000 haddock, 27,000 cod.  
Sch. E. C. Hussey, 1500 haddock, 29,000 cod.  
Sch. Angie B. Watson, 100 swordfish.  
Sch. Fanny Reed, 66 swordfish.  
Haddock, \$1.70 to \$1.75 per cwt.; large cod, \$3; market cod, \$1.75; hake, \$1.25; pollock, \$1; swordfish, 9 1/4 c lb.

# STRAY TRAWLERS ARE PICKED UP

Two fishermen named Charles Silver of Lunenburg and Edward Frozel of Liverpool, arrived in Halifax Monday morning from St. John's on board the Red Cross liner Stephano, and both wish to thank Capt. Smith and Mate Mitchell for their kindness on the passage.

They were members of the crew of the Lunenburg fishing schooner Artisan and on Saturday, July 18, while out in a dory, thick fog set in and they could not get back to the fishing schooner. They had no food or water on board and for 68 hours they were without the necessities of life. When the weather cleared they saw no sign of any ship and rowed to the shore. On Sunday night they heard a steamer blow to southward but could not reach her. On Tuesday they landed six miles south of Cape Royal Head, Newfoundland, and later were sent to St. John's where they went aboard the Stephano. The men say they were practically exhausted when they landed.

# APEX BOUGHT MATHESON PLANT

To provide for the future growth of the Apex Fish company, Capt. Lee H. Wakefield on Monday purchased the property of the Matheson Codfish company adjoining at Anacortes. The deal was a cash one and the purchase price was approximately \$25,000. The new owner has given the Matheson company a lease on their plant until the first of cure this season's catch of codfish. The future plans of the codfish company after the lease expires, have not yet been announced by its officers.

The purchase includes the real estate, buildings and all the equipment of the plant with the exception of the codfish presses. The real estate consists of the greater part of a block included between J. and K avenues and Fifth street and the bay, together with tide lands a block long. The site is occupied by seven buildings used in the process of salting, curing and packing codfish with a wharf running into water deep enough to accommodate vessels of ocean-going draft.

The property adjoining the Apex Fish company's site on the east and gives the Apex Fish company practically six hundred feet of tide lands and about two blocks adjoining the tide lands.

The deal means, in all probability, that the Apex Fish company will soon use the new property for fisheries purposes and will spend a big amount of money for construction and machinery and will mean a considerably increased payroll.

Plans for the use of the newly acquired property have not been announced by Capt. Wakefield, but his present intentions are to use the Matheson plant next year as a salting station to take care of surplus pink salmon but he states that he has more important use in view for the property and which will make the Apex Fish company as large as any other cannery on the Pacific coast. It is now the second largest.

One of the Matheson fisheries schooners will discharge her catch of Bering sea codfish at Anacortes this fall to be prepared for market at the local plant.

The Matheson Fisheries company is one of the pioneer industries of Anacortes. It was established in 1891 by Capt. J. A. Matheson and lately was owned principally by San Francisco interests. For the past year the plant has been managed by J. O. Brown, an experienced fisheries operator formerly of this city.

### Curious Fish.

Some most interesting specimens of fish which inhabit depths of the ocean as far down as 3000 feet and which come as near to the surface as 300 feet during the night only, were discovered by the Prince of Monaco's expedition last year between the European and North American coasts. These specimens are all the more noteworthy because of their surprising facility of supporting the enormous difference in high and low pressure of water that results from their ascending and descending.